

Date: March 9th, 2022

Submitted by: BusPatrol

RE: House Bill 5366, An Act Concerning Revisions to the Motor Vehicle Statutes

1. I'm Jean Souliere, the CEO and Founder of BusPatrol, a safety technology company with a mission to make the journey to and from school safer for students everywhere. We partner with counties, municipalities, school districts, and law enforcement agencies to implement advanced safety technology across entire school bus fleets at zero cost through our violator-funded programs. BusPatrol is the #1 stop-arm safety program provider in the United States, deployed on a growing fleet of more than 12,000 buses and expanding rapidly.
2. I want to commend this committee and the Connecticut Legislature for having the foresight in 2013 to be one of the first states to enact legislation allowing cities and towns to place stop-arm cameras on school buses. Since that time, there have been incredible advances in artificial intelligence, and we are encouraging Connecticut to update its law to keep pace with surrounding states that are successfully implementing this technology.
3. Specifically, we support language in the proposed bill that allows municipalities to access a civil penalty for violations. This comports with successful models in other states and what we have heard from cities in Connecticut as we have created a partnership with them for stop-arm cameras on school buses. The current law, while largely unenforced, is criminal with a significant \$450 fine and violators automatically having points assessed on their license, which will cause their insurance rates to go up. This is especially problematic in urban areas. This is one of the most dangerous traffic violations but one of the most difficult to enforce.
4. BusPatrol is changing the driving culture with partnerships in Georgia, Maryland, North Carolina, New York, Pennsylvania, and Virginia. Through anecdotal evidence from TDs, LEOs, bus drivers, and parents, we know the program triggers a significant change in driver behavior. This is also supported through low repeat violator rates. When cars see the school bus, they prepare to hit the brakes. We are creating a reflex in drivers to slow down when they see the big yellow bus.
5. The BusPatrol safety program is proven to reduce the rate of violations by up to 30% YoY. One partner with a fleet of more than 1,000 school buses started with a violation rate of 0.87 per bus per day in 2017. In the first two years of the program, this reduced to 0.41 violations per bus day. The violation rate is now at 0.34 per bus per day, highlighting how we correct driver behavior over time through education and enforcement.
6. We request that the fine level be increased so that, after any revenue sharing with the state, at least \$250 per violation is retained by the local program. This will ensure the financial sustainability of the program long term. While I understand other municipal citations in

Connecticut are \$90, this type of program requires significant ongoing capital investment, which cannot be supported by a \$90 fine.

7. In closing, we strongly support this legislation and ask for some minor changes to ensure that Connecticut is able to join surrounding states in keeping kids safe on the trip to and from school every day.

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